

# STATE OF THE PORT

## **2017 YEAR IN REVIEW**



MAKING  
LOCAL MOVES  
TO ATTRACT  
GLOBAL MOVES



PORT TAMPA BAY  
BOARD OF COMMISSIONERS



**Stephen W. Swindal**  
Chairman



**Carl Lindell**  
Vice Chairman



**Patrick H. Allman**  
Secretary/Treasurer



**Mayor Bob Buckhorn**  
Commissioner



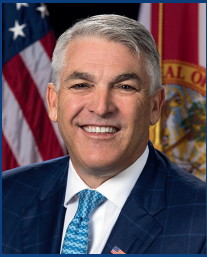
**County Commissioner  
Sandra L. Murman**  
Commissioner



**Michael E. Griffin**  
Commissioner



**Mark Kaplan**  
Commissioner



Cargos and ships. Imports and exports. Cargo In. Cargo Out. Across a wide variety of commodities. When you boil it down to its essence - this is our business. Which makes it your business - because Port Tampa Bay is your port.

Five years into my tenure here at Port Tampa Bay, we have reached an important milestone during our continued effort to expand and grow our economic engine for this region. We have seen the first perishables in two decades to come across our docks - appropriately bananas - which harken back to the time in our rich history of the famed banana docks at Port Tampa Bay.

We are thrilled to see in over 30 years our first major channel widening and deepening project (Big Bend Channel) moving forward which will vastly increase the capacity of our family of maritime businesses to grow at Port Redwing. This was a massive funding initiative and process, and it cannot be mentioned without the help of our Governor, our Legislature, the Florida Department of Transportation, our Tampa Bay area Congressional delegation and two U.S. Senators, the U.S. Army Corps of Engineers, as well as our private sector partners TECO and Mosaic.

FY 2017 also saw a record operating revenue year of nearly \$54 million dollars, with almost every major cargo category up! And there is much more - as I invite you to learn about your port's business by thumbing through the pages of this brochure. You may also access it and other great content digitally on our website at [www.porttb.com](http://www.porttb.com).

*Our ongoing mission is to expand economic impact and sustainable job growth for the Tampa Bay community.*

We seek to do this by continuously investing and building the infrastructure that supports businesses and provides more timely, more efficient routing and delivery of goods to their own customers. We will pursue this by developing maritime and real estate assets through master planning - looking into the future to understand how best to use these assets for growth in both cargo and ship calls. By aggressively promoting and raising awareness of our region and port's capabilities around the world - we will enable more cargo owners and vessel carriers to understand the advantage of routing through Port Tampa Bay.

Who are we? We are the family of global shipping professionals not only at Port Tampa Bay, but together with scores of other maritime related companies and workers that operate in and around our 5,000+ acre complex. We are the largest port in Florida by tonnage and land - and the most cargo diverse port in the State.

Collectively, we thank all of you for your support as we endeavor to fulfill the mission of growing economic impact and jobs in this beautiful place we live.

*Paul Anderson*

**Paul Anderson**  
President and CEO, Port Tampa Bay



## OVERVIEW

### A RISING TIDE FLOATS ALL...

Port Tampa Bay is the largest economic engine in west central Florida, with an economic impact of more than \$17.2 billion dollars and touching more than 85,000 jobs throughout the region\*.

#### BUT WHAT DOES THIS REALLY MEAN? WHAT IS "IMPACT"? AND WHAT ABOUT THOSE JOBS?

Simply put, "impact" refers to the effect the Port has on the overall regional economy including the attributable businesses that exist adding to the tax base and the incomes and consumption of workers whose jobs are touched by the Port. Many great cities have grown up around their ports. Think if you will, about the companies that do business in and around the Port - or as a result of having a port as a customer nearby. From shipbuilding and repair facilities, to engineering firms and construction companies that design buildings, roads, berths and marine facilities. Importers and exporters. Stevedores, terminal operators, trucking companies, custom brokers, ship agents and pilots. Steel, cement, aggregate, petroleum, cruise lines, food & beverage companies, chemical companies, maritime lending banks, accounting firms, restaurants, dry cleaners, hardware stores, and marine oriented supply companies. The list goes on.

Now beyond the companies - think of the people. Directly or indirectly who work in some way with Port businesses, from machinists, welders, longshoremen and women, truck drivers, tug boat operators, ship captains and crew - to wait staff at restaurants, clerks at hardware stores, couriers, maritime attorneys, loan specialists, and so many more.

Our healthy, diversified and growing Port is one of the major keys to steady Tampa Bay regional growth. It's a track record for which we are proud. So too is our effect on business attraction, retention and expansion, as well as workforce development. We proudly work with and invest in The Tampa Hillsborough Economic Development Council (EDC), Visit Tampa Bay, the Greater Tampa Chamber of Commerce, The Tampa Bay Partnership, and other critical partnerships with agencies, organizations and associations throughout the region.



*"We honestly couldn't be where we are in terms of our revenue and market growth if it weren't for Port Tampa Bay - and the partnership continues to be solid. The Port's recent moves getting cranes, increasing capacity for future growth, master-planning and such...it's just smart for the region."*

**RICK BARKETT**, President and CEO,  
Amalie Oil Company, [www.amalie.com](http://www.amalie.com)

\*Martin and Associates  
December, 2016

*"For Port Tampa Bay and our entire maritime family that work in and operate the vast 5,000 acre complex, it's all about raising the bar. Every one of our Port family members believes in superior service, investment and hard work to create and sustain a better operation, make a greater economic impact and sustain the growth of jobs throughout the region that make for a better Tampa Bay area lifestyle."*

**STEVE W. SWINDAL**

Chairman, Board of Commissioners,  
Port Tampa Bay





## FINANCIAL STRENGTH

### WE MAKE STRAIGHT A'S

Port Tampa Bay's financial position enables us to serve the community beyond transactional operations, cargo commodity and real estate revenue by leveraging credit worthiness for future infrastructure investment. It is an extraordinary advantage in planning for future growth when the top credit rating agencies – Fitch Ratings, Standard and Poor's and Moody's Investor Services - validate the financial strength of Port Tampa Bay when we seek to borrow capital dollars at great rates.

### BY THE NUMBERS

#### TOTAL PORT (MILLIONS)

##### LINES OF BUSINESS

|      | Total Bulk <b>+3.29%</b> | General Cargo <b>+33.07%</b> | Dry Bulk <b>+9.7%</b> | Liquid Bulk <b>-0.7%</b> |
|------|--------------------------|------------------------------|-----------------------|--------------------------|
| 2016 | 35,489,424               | 1,085,308                    | 13,618,586            | 21,870,838               |
| 2017 | 36,657,432               | 1,444,192                    | 14,940,326            | 21,717,106               |

##### SELECT COMMODITIES AND STATISTICS

|      | Coal <b>+46%</b> | Petroleum <b>+1%</b> | Vessels/Sailings <b>-2.6%</b> |
|------|------------------|----------------------|-------------------------------|
| 2016 | 1,561,180        | 16,728,268           | 3,102                         |
| 2017 | 2,275,643        | 16,901,399           | 3,020                         |

#### PORT TAMPA BAY BERTHS (MILLIONS)

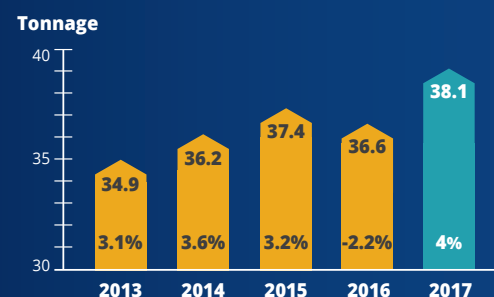
##### LINES OF BUSINESS

|      | Total Bulk <b>+3%</b> | Dry Bulk <b>+11%</b> | Liquid Bulk <b>-1%</b> | General Cargo <b>+32%</b> | Cruise Passengers <b>+18%</b> |
|------|-----------------------|----------------------|------------------------|---------------------------|-------------------------------|
| 2016 | 13,157,749            | 4,484,053            | 8,673,696              | 1,033,141                 | 813,800                       |
| 2017 | 13,615,754            | 4,998,905            | 8,616,849              | 1,367,497                 | 960,901                       |

##### SELECT COMMODITIES

|      | Steel <b>+33%</b> | Scrap Metal <b>+58%</b> | Cement <b>+28%</b> | Petroleum <b>+2%</b> | Containers <b>+16%</b> |
|------|-------------------|-------------------------|--------------------|----------------------|------------------------|
| 2016 | 247,438           | 330,821                 | 361,630            | 7,177,557            | 439,800                |
| 2017 | 328,510           | 521,832                 | 461,960            | 7,340,320            | 511,138                |

#### TOTAL PORT FIVE YEAR TREND (MILLIONS)



### DID YOU KNOW?

#### YOU CALLING ME ODD? YOU CALLING ME HEAVY?

Project Cargo and Heavy Lift are two subcategory types of cargo dealing with unusual/odd shapes or extraordinary weight – both require special handling and/or crane capacity. Examples include the mammoth pieces of Busch Garden's Falcon's Fury and the new SkyConnect™ trains from Mitsubishi at Tampa International Airport.

## BULK CARGO

### DANCING WITH THE ONE THAT BRUNG US

Without a doubt, bulk cargo is - and will continue to be - the foundation of our Port's business. Port Tampa Bay remains deeply committed to these industries in both dry bulk (phosphate, limestone, other aggregates) and liquid bulk (petroleum, juice, chemicals, etc.). The bulk business is our Port's backbone by which we can grow and build across the most diverse cargo lines that make sense for our future. And this vital business remains strong. There was not a better display of critical, needed capability than watching our petroleum tenants work around the clock with our Port, U.S. Coast Guard and a host of first responders and law enforcement to get critical shipments and truck loads of fuel back into the supply chain of gas stations and airports within a few hours following Hurricane Irma.

Port Tampa Bay's valued partner companies in bulk include long-tenured stalwarts such as the Mosaic Company, Vulcan Construction Materials, Kinder Morgan, Cemex, Titan America, Marathon Oil, Trademark Metals, Martin Marietta, Amalie Oil, Transmontaigne, and Murphy Oil, to list a few.

## BREAK-BULK CARGO

### STRONG AS STEEL

Think of break-bulk cargo as non-containerized, unit items such as bagged materials, palletized materials, steel, lumber, cement and more. Port Tampa Bay has built a significant business over the years handling many of these types of commodities and that business continues to grow. So much so in one area alone, that our Port has (over 29 years) developed the Tampa Steel Conference ([www.tampasteelconference.com](http://www.tampasteelconference.com)) into a major domestic steel event in the country, becoming a significant U.S. player among steel ports.

Port Tampa Bay has over half a million square feet of on-dock warehouse and transit shed capacity and its general cargo docks feature 8,000 feet of adjacent linear berth - all within close proximity to the Port Tampa Bay container terminal with five gantry cranes (two post-Panamax) and a Gottwald mobile harbor crane.



*Over the years, the partnerships forged between Port Tampa Bay and the maritime community have been essential to the economic success of the region."*

**RICHARD GHENT**, Senior Manager, Public Affairs,  
the Mosaic Company, [www.mosaicco.com](http://www.mosaicco.com)





## CONTAINER CARGO

### WE CAN HARDLY CONTAIN OURSELVES!

While the container cargo industry has been around for over 50 years, Port Tampa Bay began to expand this area only 15 years ago - with the launch of global container service by our longtime partner ZIM Integrated Shipping Services and later, joined by Mediterranean Shipping Company, bringing opportunity and potential ahead. With its recent crane upgrade providing post-Panamax capability, Port Tampa Bay is now well positioned with Tampa-Orlando's I-4 Corridor in its backyard. Although we still have more to do, we are happy to report double digit increases to our growth in container traffic in 2017 and more than 60 percent growth this year for the first six months of FY 2018.

A significant amount of this increased container traffic comes as a result of expansion with our Mexico services with TransGulf, joining that of Linea Peninsula, established just over a year ago. These short sea services to and from Mexico and Central America, and the addition of refrigerated capability for containers through Port Logistics Refrigerated Services (PLRS), also provide a big boost for volume growth.

## RO-RO AUTOMOBILES

### THE SHORT SEA ALTERNATIVE

There were approximately 17.2 million vehicles sold in the U.S. in 2017 and projections indicate 16-17 million will be sold each year through 2024 (nearly one in four of these vehicles sold in the U.S. are assembled in Mexico).

With approximately 4 million new vehicles assembled in Mexico (estimated to top 4.2 million in 2020\*), U.S. automakers are looking at new alternatives for a reliable and fast supply chain solution. Port Tampa

Bay provides a better, faster, smarter short-sea alternative for this growing trade lane that will service high demand markets in Florida and the East Coast. Short sea transit through Tampa allows manufacturers an alternative to longer overland routes from Mexico, thereby reducing cycle time and delivery to market. We've created a new supply chain alternative that puts us in the game.

For exports, auto manufacturers will find that Port Tampa Bay's proximity to the Caribbean and Latin America creates beneficial routes for export markets too. Being the closest full service U.S. port to the Panama Canal, Port Tampa Bay provides a natural short sea advantage throughout the Caribbean Basin.

\* From a presentation by  
Brandon Mason, PwC  
on March 14, 2018

### FTZ: TO BE #1, START WITH #79

For some manufacturers, distributors, importers or exporters, Foreign Trade Zone #79 in the Tampa region provides a wide range of benefits such as duty and tax deferral or elimination of other requirements, depending upon the cargo and a host of other requirements. Stepping through the process of understanding who or what qualifies can be daunting - except where we are concerned. FTZ #79 is located at Port Tampa Bay and provides shippers with a host of options to make their import/export operations much more efficient. Learn more at [www.tampaftz.com](http://www.tampaftz.com).

## CRUISE

### ALMOST A MILLION PASSENGERS TO TAMPA!

For some time now, Port Tampa Bay has been attracting major cruise lines for a variety of Western Caribbean and occasional Southern Caribbean itineraries ranging from 4-14 days and everything in between. After all, our proximity to 8 of the world's top 11 theme parks together with restaurants, downtown cultural activity, parks, The Florida Aquarium, Busch Gardens and Zoo Tampa (and more) as well as the most beautiful Florida beaches, have long enhanced passenger decisions to sail out of Tampa.

In the last year, Port Tampa Bay attracted international attention and a sharp rise in sailings when cruise lines and their customers alike began to take note of the special, cultural history and relationship that Tampa has with the island nation of Cuba. Royal Caribbean Cruise Line (RCCL) and Carnival Cruise Line (CCL) added some excitement to the lineup by announcing first time itineraries to Cuba from Tampa. Port Tampa Bay hosted two inaugural events for Royal Caribbean's Empress of the Seas last April and Carnival Paradise last June (See Carnival's event by going to [www.porttb.com/cuba-cruise](http://www.porttb.com/cuba-cruise)). Carnival Paradise went into dry dock for six weeks earlier this year and emerged beautifully renovated with new balconies and many other new features.



*"We're great neighbors and they are great coming together with us to create an amazing downtown experience. The opportunities will be transformative with mixed use residential and office space, restaurants, art exhibits and walkability along the waterfront. Port management has been visionary and every bit a part of this."*

**JEFF VINIK**, Owner & Partner, Tampa Bay Lightning and SPP Real Estate,  
[www.spprealestate.com](http://www.spprealestate.com)

Carnival Cruise Line also added a second ship for a full year-round season. Both Royal Caribbean Cruise Line and Carnival Cruise Line join Holland America Line (HAL) and Norwegian Cruise Line (NCL) as four powerhouse consumer brands that homeport here in Tampa. As a result, FY 2018 is shaping up to be a record year for the Port's cruise business approaching 1 million passengers, and building upon an 18% increase in FY 2017. Learn and see more including videos and interactive departure guides at [www.porttb.com/cruise](http://www.porttb.com/cruise).





 **\$17.2** BILLION ECONOMIC  
IMPACT  
SUPPORTING OVER 85,000 JOBS



**2017 RECORD OPERATING REVENUE**  
**\$53.7** MILLION

Port Tampa Bay is: ✓ THE LARGEST

Florida Port By: ✓ LAND SIZE ✓ TONNAGE ✓ CARGO DIVERSITY



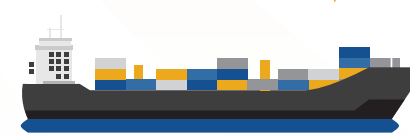
BULK



BREAK-BULK



CRUISE



CONTAINER



RORO



## OUR STORY

### OUR ADVANTAGE

To understand Port Tampa Bay's cargo pitch to customers and potential customers alike - consider for a moment the following observations or what we are calling *a perfect storm for growth*:

**MORE THAN 90% OF ALL GOODS COMING INTO THE U.S. COME THROUGH SEAPORTS.** It's true - the U.S. is the largest consuming nation worldwide and is not likely to change.

**FLORIDA HAS OVERTAKEN NEW YORK** as the third most populated state in the country within the last two and a half years.

**THE GROWTH OF CENTRAL FLORIDA IS OUTPACING SOUTH FLORIDA** by more than 2:1\* and has become the largest and fastest growing region in the state.

**THE DEVELOPMENT OF DISTRIBUTION CENTERS (DCS)** along the I-4 corridor has reached critical mass.

**GEOGRAPHICALLY, SERVING THIS GROWTH FROM THE MIDDLE OF THE STATE** becomes even more critical given the rise in trucking costs due to new electronic log device (ELDs) regulations and fuel increases. Day trips from our Port can reach most of the state and be back within a day, creating significant savings versus more distant ports.

**PORT TAMPA BAY IS THE LARGEST FLORIDA PORT BY TONNAGE AND LAND** and is one of the most cargo diverse in all of the Southeast.

**MANUFACTURERS AND WAREHOUSING/DISTRIBUTION COMPANIES** looking for deep water near high growth, high volume areas will look to the central region of Florida and Port Tampa Bay.



*"The Tampa market has historically been underserved but ship, rail and intermodal services are all beginning to catch on to this Port's proximity to explosive growth in Central Florida."*

**DOUG WRAY, Sr. Vice President - National Accounts, Ports America,**  
[www.portsamerica.com](http://www.portsamerica.com)

Adding to these basic dynamics is Port Tampa Bay's simultaneous proximity to the Panama Canal and the Tampa Orlando I-4 corridor - home to one of the highest densities of distribution centers in the Southeast. For container cargo, break-bulk and roll-on roll-off (Ro-Ro) cargo customers alike, Port Tampa Bay moves to increase capacity and efficiency through planning and infrastructure investments. All of which is strategic in optimizing the ability for Port Tampa Bay to capture more import and export business.

In other areas of our Tampa Bay region, there is a long and exciting list of reasons for optimism as we see our collective community vision coming to light.

\*U.S. Census

## REAL ESTATE & NEW PROJECTS

### BRING TO FRUITION AND FULFILL OUR MISSION

The master planning process reveals many thoughtful and visionary ideas particularly as we plan carefully for cargos, real estate and infrastructure required to make world-class terminals, increased supply chain efficiencies and other initiatives a reality. Here are updates on four of them in just the last year.

1

**ON-DOCK, COLD STORAGE CAPABILITY RETURNED:** Last fall, Port Logistics Refrigerated Services, Inc. (PLRS) opened an all new, state-of-the-art, 135,000 sq. ft. cold storage warehouse. The facility has several features together under one roof that food supply chain professionals need - like gravity rack systems, on site fumigation, 102 refrigerated plugs, glycol-based coolant system, cross-dock container yard capacity with truck capacity and more...The food industry recognizes that a global food supply chain requires seamless hand-offs and real time visibility for all stakeholders. Port Tampa Bay and PLRS just became that piece of the puzzle. The food supply chain is taking notice of the Port's capability in the cold supply chain and the PLRS cold storage facility at berth 219. Chiquita™ became the first major brand to call on Port Tampa Bay, bringing a shipment of bananas from South America, making it the first time bananas have come through our Port in more than two decades.

2

**BIG BEND CHANNEL DREDGING FOR PORT REDWING:** One of the biggest project initiatives to come about in recent memory, affecting the Port infrastructure and future workforce development in South Hillsborough County, has been the deepening and widening of the shipping channels and vessel turning basin just south of Gibsonton referred to as "Big Bend" near Port Redwing. This extra capacity in the channel leading to Port Redwing will provide enormous opportunity for TECO, Mosaic, Port Tampa Bay, its tenants, and users as the project will ultimately result in larger ship accommodations.

3

**CHANNEL DISTRICT:** Port Tampa Bay is working with Strategic Property Partners to redevelop Channelside Bay Plaza, develop the surface lot along the Plaza, and improve services at the Channelside garages. The Port is also working on the redevelopment of its lands within the Channel District to integrate the working waterfront with mixed-use commercial and residential development and supporting uses. The Port's redevelopment plan will create a revenue stream for continuous investment in modernizing and expanding maritime infrastructure.

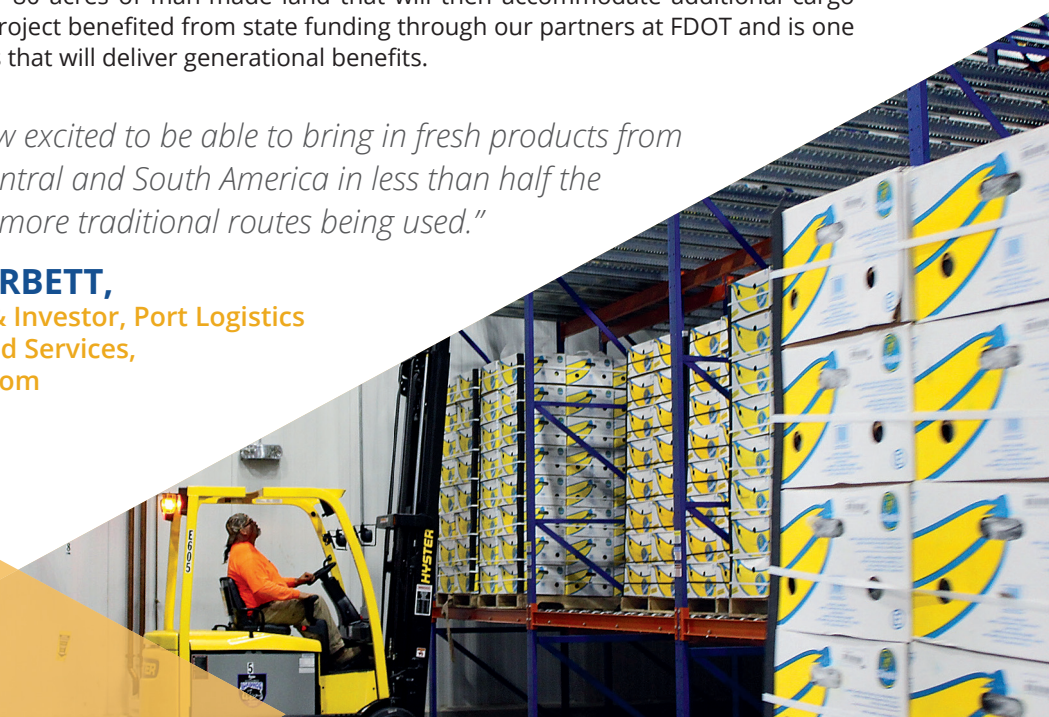
4

**EASTPORT UPDATE:** Phase 1 of the eventual three-phase, seven-year build-out project for Eastport located at Tampa's State Road 41 causeway was completed in late 2016. Phase 2 has begun and will eventually add another 80 acres of man-made land that will then accommodate additional cargo berthing activity. This project benefited from state funding through our partners at FDOT and is one of many legacy projects that will deliver generational benefits.



*"We are now excited to be able to bring in fresh products from Mexico, Central and South America in less than half the time from more traditional routes being used."*

**DICK CORBETT,**  
**President & Investor, Port Logistics Refrigerated Services,**  
[www.plrs.com](http://www.plrs.com)





# MASTERPLAN: VISION 2030

## THE SEVEN ANCHORS FOR PLANNING AHEAD

We use a Master Planning process to analyze and optimize the return on Port resources for the broadest spectrum of Port stakeholders – the biggest of which is the community we serve. Seven strategies – or “anchors” align the Port’s effort in its master plan with other important strategies being set by the State of Florida, area governments and private entities.

- 1 SUPPLY CHAIN SALES STRATEGY:** Port Tampa Bay has adopted a supply chain strategy to identify, evaluate and pursue cargo business opportunities focused on demonstrating efficiencies and cost savings to beneficial cargo owners and shipping lines that Port Tampa Bay can offer.
- 2 BECOME “ENERGY CENTRAL”:** Port Tampa Bay is creating Energy Central – a collaboration of petroleum facilities, expertise, services, marketing and logistical imperatives aimed at enhancing the energy supply chain for much of Florida.
- 3 WELCOME LARGER VESSELS:** Port Tampa Bay is improving deep-draft and other vessel access, combining traditional dredging efforts with more innovative and technologically advanced efforts to address the need for better vessel access for Tampa Bay.
- 4 LEAD INDUSTRIAL DEVELOPMENT:** Port Tampa Bay is working with its economic development partners to leverage its significant real estate assets to attract new investment for industrial development and manufacturing focused on export and import activity.



*“Our family has been involved in the development of our Port since its beginning. The trade that flows through it fueled the growth of our town and region and it continues to do so. Our success depends on our ability to identify and attract players in the diverse markets this Port serves and serve them better than our competition.”*

**ARTHUR SAVAGE,** President & CEO, A. R. Savage & Son, [www.arsavage.com](http://www.arsavage.com)



### DID YOU KNOW?

#### OUR REAL ESTATE IS INTERACTIVE

Port Tampa Bay’s available real estate is now online in an interactive map that shows available parcels, the full MasterPlan: Vision 2030, as well as many videos, features and facts throughout the entire site.



*“We are most proud of the Hendry family legacy and Hendry Marine’s track record in job creation for both skilled craftsmen and managerial professionals for over 90 years. We are grateful for the support, resources and partnership with the Port.”*

**KELLY HENDRY,** President, Hendry Marine Industries, [www.hendrymarineindustries.com](http://www.hendrymarineindustries.com)

- 5 OPTIMIZE CRUISE VESSEL CAPABILITY:** Port Tampa Bay’s world-class passenger facilities and services will optimize the cruise experience at Channelside, preserving the industry’s vast economic benefits for the community by targeting its focus on the Tampa Bay max fleet.
- 6 REDEVELOP CHANNELSIDE:** Port Tampa Bay is championing the redevelopment of the entire Channel District, in part through diligent use of public-private partnership and collaboration. This will require real dialogue and efforts to integrate real property, commercial, retail and recreational opportunities for the community.
- 7 IMPROVE LANDSIDE ACCESS:** Port Tampa Bay is joining forces with transportation entities and leaders to ensure that rapid population growth catalyzes exceptional rail, road, pipeline and air connectivity to and from the Port, on the critical last-mile interfaces.





## ENVIRONMENTAL

### OUR MOST CHERISHED RESOURCE

Port Tampa Bay's commitment to keeping our water and shoreline assets in Tampa Bay has been exceptional, and frankly, our commitment is not an option. This water asset – the whole of Tampa Bay and its estuaries: its bird life, its fishery, its water quality and ecosystem are not negotiable in the ongoing efforts to increase our commercial business for the betterment of commercial and economic benefit. Like safety, environmental impact factors squarely into any decisions or initiatives that can have a lasting impression on our precious Bay, its unique habitats and its contribution to our way of life. Port Tampa Bay's diverse environmental projects include shoreline stabilization, fish and wildlife habitat, nuisance species removal, wetland mitigation, waste clean-up and water quality improvements. Port Tampa Bay is proud of its environmental record and its cooperative relationships with federal, state and local environmental organizations, including, Audubon Florida, the U.S. Army Corps of Engineers, the Florida Department of Environmental Protection, the Environmental Protection Commission of Hillsborough County, Tampa Bay Estuary Program and The Florida Aquarium.

## SHIPBUILDING

### TIME HONORED CRAFT AND WORKFORCE DEVELOPMENT

What elements contribute to the makings of a world-class seaport? There are auxiliary services surrounding many ports but Port Tampa Bay proudly has the largest concentration of shipbuilders, repair and maintenance maritime operations from Pascagoula to Norfolk. Four shipbuilding and ship repair facilities provide complete services to the U.S. flag and international fleets – a true asset to tanker and tank barge fleet operators. The Jones Act fleet continues to renew capacity which provides a sustained base of business for Port Tampa Bay and opportunities to build new vessels.



*It has been almost a decade since the Edison Chouest Offshore family of companies partnered with Port Tampa Bay to make Tampa Ship a reality. Our shipyard has evolved into a highly successful new construction, repair and conversion facility, and the Port has supported and helped us develop our infrastructure, allowing Tampa Ship to provide more capacity for larger and more diverse vessels."*

**MARK GISCLAIR**, Vice President, Tampa Ship, [www.tampabayship.com](http://www.tampabayship.com)



*"Becoming a great business partner means never compromising on people's safety, being stewards of the environment in which we live and work, and constantly cultivating relationships. Quality, Productivity, and Craftmanship will just follow naturally..."*

**DAVID HALE**, President, Tampa Tank and Florida Structural Steel, [www.tti-fss.com](http://www.tti-fss.com)



*"Continuing cooperation between the maritime community and port authority management is the key to attracting additional cargo volume and new business to the port district."*

**TIM SHUSTA**,  
Counsel, Phelps Dunbar, LLC,  
[www.phelpsdunbar.com](http://www.phelpsdunbar.com)





# SAFETY AND SECURITY

“PREPARE FOR THE WORST, HOPE FOR THE BEST”

As Florida’s largest and most diverse port complex, your port spends an extraordinary amount of time and resources keeping its staff, maritime personnel, first responders and community safe.

Every day, Port Tampa Bay moves tons of materials, vessels, equipment and cargo through its property. Florida’s largest port has many acres of complexity, all requiring security and safety details to be carried out with a layered approach, working with law enforcement partners and first responders at the local, state and federal levels. The Port Tampa Bay Security Department oversees the Access Control Center, which issues and renews port business purpose cards. Visitor and worker access to the port requires a pass that is issued to individuals employed or who require port access. Port security can also issue day passes for authorized individual visitors.

Port Tampa Bay has dedicated law enforcement services provided by the Hillsborough County Sheriff’s Office (HCSO) that work with Port Security Officers and our security contractors to assure security coverage twenty-four hours a day throughout the year. This partnership assures coverage landside, on the water and in the air. The port has dedicated facilities that support the efforts of multiple law enforcement entities year round, including special events like the Gasparilla Invasion. This partnership paid dividends following Hurricane Irma by facilitating rapid reentry into the port that re-established security check points, which supported the resumption of fuel deliveries by terminals operating at Port Tampa Bay.

Port Security, along with U.S. Customs and Border Protection (CBP), operates screening and documentation facilities on Hooker’s Point for containers and other general cargo as well as for arriving cruise vessels at Channelside. CBP inspectors and staff also monitor cargo movement at the other port terminals within Tampa Bay. Port Tampa Bay has also received Customs Trade Partnership against Terrorism (C-TPAT) certification, through a program of CBP. C-TPAT is a voluntary public-private sector partnership program that underscores the importance of a strong working relationship between bodies such as Port Tampa Bay and CBP.



*“The Coast Guard collaborates with a multitude of port partners to ensure that commerce is conducted safely. One of Sector St. Petersburg’s top priorities is to maintain the safety and security of the Marine Transportation System that is vital to the economic viability of the entire state.”*

**HOLLY NAJARIAN**, Sector Commander, United States Coast Guard  
[www.gocoastguard.com](http://www.gocoastguard.com)

## IRMA: THIS IS WHY WE MUST PREPARE

*Port Tampa Bay handles more than 43% of Florida’s energy needs in the form of petroleum.*

It is just one of many diverse cargos handled in this 5,000+ acre port. But Port Tampa Bay is also an extraordinary complex to secure in the event of a hurricane. That’s why Port Tampa Bay leads its hurricane exercises and prepares every season. Your port works with local and state emergency management, FEMA, local and regional first responders, Tampa Fire Rescue, Tampa Police, USCG, the Tampa Bay area pilots and many more to coordinate procedures under heavy weather conditions. Due in no small part to our preparedness, Port Tampa Bay, working with its partners at the United States Coast Guard (USCG), oil company tenants, TECO, and FDLE, had fuel back on the road distributing within 12 hours after Hurricane Irma’s impact.

## DID YOU KNOW?

### OUR PORT’S TOP TRADING PARTNERS?

- |                                                                                              |                                                                                              |
|----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
|  Brazil   |  Honduras |
|  Mexico   |  Japan    |
|  Trinidad |  Bahamas  |
|  Canada   |  Turkey   |
|  India    |  Colombia |

### LIKE THE SHIP CHANNEL, OUR CHARITY RUNS DEEP

Three major Port Tampa Bay fundraisers donated nearly \$146,000 dollars to local charities in the Tampa Bay area in 2017. The Port Tampa Bay Golf Tournament, Port Tampa Bay Anchor Ball, and the first-ever Port Tampa BAYSLAM Fishing Tournament donated these funds to Tampa Port Ministries, the Tampa Bay Maritime Scholarship Foundation, Florida Sports Hall of Fame Charities including Shriners Hospitals for Children, and Hurricane Irma relief efforts.

### OUR MARITIME FAMILY OWNS...

**FACILITIES:** More than 60 terminals portwide! Including tens of thousands of linear feet of berthing, millions of square feet of warehousing, diverse buildings, rail, roadways, gates, and many other facilities. Total Assets of over \$500 million: waterfront docks, terminals, warehouses, cranes, equipment, yards, roads, and related infrastructure.







PORT TAMPA BAY™

**REROUTE YOUR THINKING.**

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